

of railway is built, connecting the Crow's Nest fields with the American railway systems, the balance of advantage will be decidedly in favor of the Canadian side as the place for establishing a large & profitable smelting industry. The Canadian people have but to improve their opportunity, to stand out of the way & let the good fortune in.

In order to illustrate what I have said, permit me to point out how suitable a place Fernie, or some point adjacent thereto, would be for the establishment of a smelting industry. There we have the coke, without any charge for hauling, while to carry it to any smelting point south of the line would involve a hauling charge as well as an American duty of 60c. a ton. The limestone required is to be found at Fernie, with no expense except the cost of quarrying.

The lead ores of southern British Columbia are now seeking a market, which is almost impossible for them to find, & those adjacent to the coal fields could, at a trifling cost for transportation, be laid down at Fernie, or some other convenient point. The dry ores necessary to make workable & profitable mixtures & blends are not at present to be obtained in British Columbia, but are to be found through the adjacent mining states along the lines & connections of the Great Northern & Northern Pacific Railways; & the ore cars taking the coal & coke from the mines at Fernie to supply the railways &

established industries in these states, instead of coming back empty, would, at a low cost for transportation, bring back these dry ores to such a smelter. There is no point south of the boundary line where a smelting industry could so easily or so profitably be established.

If a smelting industry were established south of the line, there would be, as above mentioned, the cost of transportation of the coke to the site of the smelting industry; the duty on this coke entering the United States; the cost of transporting the lead ores from British Columbia to the site of the proposed smelter, & the American duty on the lead ores entering the United States, which, upon the quality of ore found in some of the best mines in British Columbia, would probably be about \$9 a ton.

Simply on the item of transportation there would be the serious handicap of the ore cars bringing down the coke & ore from British Columbia to a smelter on the American side being compelled to return empty, & this would necessarily entail a proportionately higher freight rate.

Not the least important factor in the situation is the fear in the minds of American capitalists interested in the mining industry of the west that an export duty may be put upon ores by the Canadian Government, & this would cripple any smelting industry established on the American side dependent upon Canadian ores as its source of supply.

That this is not simply theory, but the mature judgment of practical smelting men is evidenced by the fact that we have the most positive assurances from a smelting man of large capital & experience that if we obtain the proposed railway connection he will at once commence the erection of a large smelting plant in British Columbia adjacent to the coal field; & we have assurances scarcely less definite from others of the establishment of three or four more smelting industries at other suitable points in southern British Columbia, provided the proposed road is built.

The prospect, therefore, for southern British Columbia would appear to be exceedingly bright. Once the charter for the railway is assured, the construction of the coke ovens, the building of the homes for the miners, & the virtual establishment of two new towns in southern British Columbia, will await only the opening of the season. Scarce more time will elapse, from the assurances we now have, before more than one large smelting industry will be put under way, & hundreds of thousands of dollars will be invested in developing this important industry in that country.

With improved transportation facilities, as well as the improved smelting facilities, which would be secured, a smelter could secure freight charges & give rates for treatment that are now impossible. It is hardly necessary to dwell at length on the resultant bene-



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The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.			
ACRES.	AVERAGE YIELD.	TOTAL.	
Wheat... 1,629,995	17.13 bus.	27,922,230	bus.
Oats... 575,136	38.80 "	22,318,378	"
Barley... 182,912	29.4 "	5,379,156	"
Potatoes... 19,151	168.5 "	3,226,395	"

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., FREE, address
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and Immigration, Winnipeg, Manitoba.
Or JAMES HARTNEY, Manitoba Emigration Agt.,
Union Station, Toronto, Ont.

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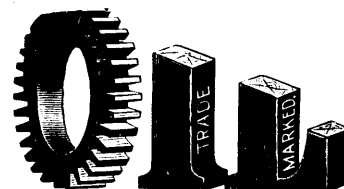
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